

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

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SUBJECT Production and Repair of Railroad Rolling Stock

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SUPPLEMENT TO 50X1-HUM  
REPORT NO.

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1. "Karl Marx" Werke (formerly Orenstein & Koppel) Babelsberg.

Production of narrow gauge locomotives in this factory during 1949 was as follows:

- a) 35 HP - 750 mm gauge locomotives, 200.
- b) 300 HP - 750 mm gauge, wood fired locomotives, 200

The planned output for 1950 is the same as for 1949. All production goes to the USSR.

2. "LOWA" (formerly A.E.G. -Borsig) Hennigsdorf

This firm is also known as "Lokomotivenbau und Elektrotechnische Werke (L.E.W.). It is working on foreign orders.

- a) Electric carts (Elektrokarren): This order is sub-contracted to other firms in the Russian Zone, which supply individual parts, e.g. carbon brush holders are supplied by a firm at Heidenau near Dresden. Difficulties in the supply of raw materials have made it impossible for these firms to keep to their planned dates of delivery.
- b) Clearance locomotives: the engines for these locomotives are supplied by the Volta Works in Reval.
- c) Mining Locomotives: an order for 200 of these locomotives has been placed with the works.
- d) Welding tongs for the radio industry.

3. S.U.M.A.G. G6rlitz

This firm employs a labor force of 2,000 men. Its output amounts to approximately 100 freight cars per month.

4. R.A.W. Cottbus

Repair work at R.A.W. Cottbus is suffering from a serious lack of buffer springs,

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CENTRAL INTELLIGENCE AGENCY

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$\frac{1}{2}$ " and  $\frac{3}{8}$ " screws, nuts and bolts, section iron, brake shoes, electrodes and oxygen. In September 1949 thirty of the 235 otherwise completed cars were still held up for lack of buffer springs.

Freight cars are now produced on a peace time scale which requires 110 working hours per car as compared with 70 previously needed.

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